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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1907.
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No. 15,404, 一九零八年七月十二日光三十三年七百四千五百一十一日 HONGKONG, THURSDAY, AUGUST 29TH, 1907 四年九月八日零七百九十一英華香 PRICE, \$3 PER MONTH.



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TRAVELLERS' REQUISITES

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A PURE TREBLE DISTILLED
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Hongkong, 10th August, 1907. 534

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CHAMPAGNE
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THE MOST POPULAR WINE.

Can be had in the following qualities:

EXTRA DRY (Gout American).

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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY.

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A MONG others are the following:

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Dining accommodation for 300 Persons

165 Bedrooms

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A HIGH CLASS PRIVATE HOTEL.

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Hot and Cold Water throughout

THE SWATOW RISING.

PROCEEDINGS IN HONGKONG.

The extradition proceedings at the Magistracy before Mr. F. A. Hazlitt were continued yesterday in which the Chinese Government applied for the extradition of Iu Kiai Shing on a charge of armed robbery. Mr. Morrell, Crown Solicitor, is appearing in support of the application, while Sir Henry Berkeley, instructed by Mr. Otto King Sing, appeared for the defendant.

The evidence given by defendant was read over. When the passage "some of the Reform Party were imprisoned for armed robbery" was reached, Sir Henry Berkeley said he arrived at that a representative of this paper thought it should read "alleged armed robbery" as they were only charged with it.

Mr. Morrell replied that the men were convicted.

His Worship put the question to the defendant who said it should be alleged armed robbery, adding "members of the Reform Party never commit armed robbery."

Chan Hok Chin, a native of the Chui Chow district, and at present residing in Hongkong, said he was a licensed hawker. He arrived in Hongkong on the 26th March this year. Witness knew defendant who was his friend. They came to the Colony by the same steamer.

Cross-examined by Mr. Morrell—I was a hawker in Swatow before coming here. I did not go about with a barrow but kept a stall. In Swatow we are not prosecuted for obstruction. I have known the defendant for one or two years. I met him at the Mission House in Swatow.

It was discovered that the witness was a Christian and he was accordingly sworn in the ordinary fashion.

Witness continued—I met him one or two years ago but did not become friendly with him till the middle of February this year. The defendant was not a Christian; he was not yet baptised. I did not wear a long coat when I was a hawker in Swatow. I keep a stall under a tree at Tai Hang. I don't make much money out of that.

You don't wear a long coat conducting that business?—I do not.

If it only on occasions like this when you wear a long coat?—It is to pay respect to the Court that wear a long coat.

While defendant was in Hongkong did you both live in the same room?—We did.

Did you know what defendant did during the day?—No.

You remember the night of the 15th April last?—No.

Do you remember the night of the 16th?—No.

You are not prepared to swear to anything that happened on either of these dates?—Nothing regarding myself.

You can't make a declaration on oath as to what defendant did?—I don't know what you mean.

Question repeated.—I can swear defendant was in the Colony at that time.

How so?—I know he was a month in the Colony at that time, I can say this much, from the day of our arrival in Hongkong until the day of his departure for Swatow, on 10th May, the defendant was sleeping in the same apartment with me every night.

Did you ever go out at night?—No.

Were you a member of the so called Reform Party?

Sir Henry Berkeley—Tell him not to answer unless he likes.

Mr. Morrell said it did not matter in this Colony what a man's political opinions were.

Sir Henry Berkeley said the question was immaterial and unnecessary.

Mr. Morrell said that, if the witness belonged to the same political party as defendant, it would show bias.

Sir Henry Berkeley—Unfortunately my friend holds a brief for the Chinese Government.

Mr. Morrell—I object to that. It is the second time you have insinuated that. I am appearing for the Government of this Colony.

Sir Henry Berkeley—No, you are not.

His Worship—Yes, he is down as Crown Solicitor. I will hear what you have to say.

Sir Henry.

Sir Henry Berkeley submitted that it was not proper that the Crown Solicitor should appear in that way and he protested against it. The Attorney-General and the Crown Solicitor are paid by the Government of the Colony and have no interest whatever but the vindication of justice. They do what judges have always done—they hold the balance. He put it that that ought not to be pressed against the defendant: If the man was shown to be a reformer there would eventually be a charge made against him.

His Worship—I will allow the question to be put as to whether he is a member of a Reform Party or not. The question has been put. What is the answer?

The Interpreter—No, I am not a member of the Reform Party. (Laughter.)

Adjourned.

STILL ANOTHER MURDER.

On Monday night the body of a man who had apparently been done to death was found in French Street. It had knife wounds over the head and body, and there could be little doubt that the unfortunate man had been murdered.

Yesterday the body was identified as that of Lun Tsoi, a carpenter formerly employed at the Kwong Wo Tai shop, 258, Des Voeux Road. A knife was picked up in French Street and not far off the sheath was found.

Appearances point to the belief that the deceased was set upon by some person or persons unknown who used the knife, and Lun Tsoi in fleeing from his assailant was struck down from behind. The police have succeeded in tracing the principal assailant, and have probably arrested him by this time.

THE "EMPEROR OF CHINA" SHARK STORY.

IS NOT A ROMANCE.

Because of the comparative immunity from sharks there is enjoyment in the harbour of Hongkong, there are those who believe that the story about a seaman on the s.s. *Emperor of China* being attacked by one should be taken cum grano salis. Such however, is not the case, and the theories advanced that the unfortunate man found something in the water, perhaps one of the ship's cables, are altogether groundless. The story has created so much interest among bathers, and so many conclusions have been arrived at, that a representative of this paper was yesterday despatched to learn the true facts.

The foreign buyers, while they are ready to attribute much of the loss to the growing

trade in India and Ceylon tea, still find it hard to understand that much of the loss could have been avoided, that the market might even yet be saved by intelligently directed advertising in the consuming markets. All they seem able to grasp is the fact that the London and New York importers are not buying what they did, and that when they do buy they are willing to pay only very low prices. They don't seem to understand that the reason why the importers are taking less China tea each year is directly due to the increasing demand for India and Ceylon tea, owing to the activity of the India and Ceylon tea people in bringing their tea prominently before the American and British public. I found it hard to get any of one of his fingers, while two of the others were badly lacerated. When free he managed to swim to the gangway and regained the deck of the steamer. The ship's doctor dressed the injuries and at the time thought it would be necessary to amputate the little finger, and so acute was the pain that the seaman begged the doctor to remove it. Later in the day the shock, coupled with the intense pain, brought on an attack of what appeared to be temporary insanity, and the sufferer was removed to the Government Civil Hospital so that he might receive better attention. There, after examination, the doctors were of opinion that the little finger could be saved, but the man's condition had not improved. While in a ward on the second floor, he rushed on the verandah and attempted to jump over it, saying as he ran that he was going to dive in after the fish. Fortunately he was seized before reaching the balustrade. Eventually in his struggle under water he saw what it was had held of him, so all the opinions about a "foul" must go by the board. The captain of the steamer, the pilot and the doctor, are thoroughly convinced that the unfortunate man was attacked by a dozen of the deep, for the marks of the fish's teeth were visible on the wounded hand. This opinion has been confirmed by the hospital doctors. The man is still in hospital, and his condition is serious.

"Probably long residence in the Far East tends to narrow one's horizon of thought; certainly the majority of Chinese tea merchants with whom I talked seemed to have utterly lost sight of the fact that in these modern twentieth century days the selling end of a business is as important as the buying end—in, indeed, it is more so. The tea business as it has been conducted in China in the last

century is most certainly a failure in this century. Blinding one's self to the facts in the case is not going to better the situation any."

To show that his short sojourn in the Far East has not narrowed his horizon of thought, we may quote his reference to Shanghai; where "so much of wealth and feminine beauty are to be found."

"All [sic] the principal foreign powers have their concessions at Shanghai and govern their settlements according to their own particular ideas. It is only necessary to cross the street in Shanghai to step out of England into France. There are beautiful streets, laid out at right angles, and a famous Bund along the waterfront,

which forms a favorite drive and promenade for the wealth and fashion of Shanghai; beautiful public gardens, sumptuous hotels, fashionable clubs and behind this all the native city, with the usual combination of impassable streets and Chinese filth. The approach to Shanghai rather suggests some continental or American river city. All descriptions of manufacturing plants line the waterfront and the water itself is made unusually picturesque by the presence of English, American, German, Austrian, French, and Italian men-of-war, cruisers, gunboats, river steamers, small passenger boats, tiny dragging huge native sailboats, freighters winding their way through clusters of Chinese junks, while the omnipresent sampans has hairbreadth [sic] escapes on every side. The grotesque appearance of the sampans is accentuated by huge, bulging eyes painted on both sides of the prow. Should you ask a Chinaman the meaning of these painted eyes, he will, no doubt, answer you in pidgin English, "No good eyes, how can see?" No can see, how can walk?"

We do not remember seeing sampans so decorated, but will not contradict him. After all, "is a well worn globetrotter jape, and variation may improve it. He goes to 'Chingwanga' and Peking, where Sir Robert Hart thanked him for the American point of view which I presented to him." Tong Shao Yee also owned the most cordial interest in the situation in America and thanked me most heartily for all that I was able to tell him pertaining to the same. It looks as if this inquirer gave away more information than he got. The *Hawke's Daily News* has to thank him still for dubbing it "one of the best English newspapers published in China."

The *Advertiser* has an excellent article on Japanese Government steel works, and is still more interesting on Philippine Schools Industrialized.

A TEA JOURNALIST IN CHINA.

The *Far Eastern Review* for August is an excellent number, as usual, and it cannot be blamed for the blundering pretentiousness of Mr. William H. Ulkers, managing editor of the *Tea & Coffee Trade Journal* of New York, whose account of a trip through China reproduces from that journal. Most of his letter consists of typical globetrotter naïveté, and any solid information it appears to be clipped from back number Customs reports, or from the *Directory & Chronicle*. He says Hongkong is an island "off the coast of the Kiang province," and he lectures the chaste people thus from Foochow:

"The foreign buyers, while they are ready to

attribute much of the loss to the growing

trade in India and Ceylon tea, still find it

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were visible on the wounded hand. This opinion

has been confirmed by the hospital doctors.

The man is still in hospital, and his condition

is serious.

CROWN AGENTS.

The Straits Times says:—

The *Rangoon Gazette* deals with the Crown Agents in such an amusing way that we wonder what experience our contemporaries has to justify it in saying: "An extremely foolish agitation against the Crown Agency system has been fomented in Singapore in connection with the recent purchases by the Government of the Tanjong Pagar Dock." This is a misstatement of fact, and it is therefore amusing to find our contemporaries informing the people of Rangoon that the Crown Agents had nothing whatever to do with the arbitration. Having shown its ignorance of the causes of the local agitation against the Crown Agents, anything else the *Rangoon Gazette* has to say on the general question may be considered valueless; but it will at least amuse our readers, official and unofficial, to scan the following comments, especially in

regard to railway construction:—

There is one charge made against the Crown Agents for which there is some foundation. Their work is as a rule excellent, but it is always expensive. This, however, is characteristic of British work, and is a source of amusement to other peoples, notably the Americans, who say that the British builds for posterity, and add the enquiry, "What has posterity done for us?" It is open to question whether, for instance, the equipment suited to a London suburban railway is quite adapted to a tropical possession where the line passes through primeval forest, and the builders have to scare away wild beasts, and where traffic is rather in the future than in the present. In general, it was wiser to put down a light line, even with the prospect of throwing away the materials in ten years. Similarly, quays of solid masonry look imposing, but a wooden jetty at a fraction of the cost would be quite as useful for a time. In the archives of the Colonial Office are papers showing the development of colonies retarded by the insistence of the Colonial Secretary on the adoption of plans for public works which the colonies in question could not afford. Put, when all has been said, the fact remains that the Crown Agents, as the business advisers of the Colonial Office, save the tropical dependencies of these themselves, and in the circumstances of these dependencies, no better agency system than that now existing could be devised.

We do not believe there are many in the Straits Settlements, or in any of the Crown Colonies, who would agree with the above-quoted remarks. The opinion is held universally that the Colonies should be served infinitely better by local freemen, or could place their own orders in England, than they are served by the Crown Agents. It is the universal belief that in despatch, cheapness and efficiency it would not be a difficult matter to improve upon the Crown Agency system. It may pay Crown Agents and contractors to build railway lines which require to be renewed every ten years or less; but we do not think it pays the Colonies, who have to find the money. In another column will be found some interesting comments by a correspondent upon Crown Agents and cognate subjects. We admit the fairness of our correspondent's remarks, but it will be seen that our correspondent, while he defends the Crown Agents in one respect, repeats what we have said in common with our contemporaries here and in other Colonies to the effect that the Crown Agents do not command the whole of the sources of supply for Colonial trade, though they are allowed to monopolise and control the requirements of Colonial Governments. It will be observed that our correspondent, who knows what he writing about, makes some references to the Singapore-Kraji Railway, which is blamed by the Crown Agents. They are chiefly buyers of material, so that will not do. Others blame the Consulting Engineers, who never saw the line after it was supposed to be completed. Some blame the unfortunate people who are now connected with this so-called Railway. But still we are nearer who is to blame?

As regards Consulting Engineers, insist on their visiting the works which are in progress, periodically, and on completion they must give a satisfactory handing-over report. If this had been done—done on the Singapore-Kraji line, I venture to say that no Consulting Engineer in the world, who had any respect for his own reputation or for that of his firm, would ever at this day give a report which could be considered as satisfactory. What we hear everyone asking is, who is responsible? And, owing to the extraordinary manner in which things are done, it is impossible to fix the blame. Some blame the Crown Agents. They are chiefly buyers of material, so that will not do. Others blame the Consulting Engineers, who never saw the line after it was supposed to be completed. Some blame the unfortunate people who are now connected with this so-called Railway. But still we are nearer who is to blame?

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieut's. P.O. Box, 33. Telephone No. 122.

NEW ADVERTISEMENTS

IN THE MATTER OF ORDINANCE NO. 2 OF 1902.

IN THE MATTER OF AN Application by FERNANDO STAUD Y XIMENEZ, of Chicago, Illinois, United States of America, Civil Engineer for LETTERS PATENT for an invention consisting of IMPROVEMENTS in or relating to APPARATUS for RAISING SUNKEN VESSELS.

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above-mentioned Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is in the intention of the above-named FERNANDO STAUD Y XIMENEZ, by DENNYS and BOWLEY, his Solicitors, to apply for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the above-named invention at a sitting of the Executive Council to be held at the Council Chambers on MONDAY, the 9th day of September, 1907, at 2.30 P.M.

Dated the 28th day of August, 1907.

DENNYS & BOWLEY, 1421. Solicitors for the Applicant.

IN THE SUPREME-COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES RITCHIE WILSON, late of No. 29, Battlefield Gardens, Glasgow, Scotland, Engineer, deceased.

NOTICE IS HEREBY GIVEN that His Honour The Chief Justice has in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the 27th day of October, 1907, as the time for Creditors to send in their Claims against the Estate of the above deceased who died on the 14th day of May, 1907 at No. 2, Battlefield Gardens, Glasgow, Scotland, and Probate of whose Will has been granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 24th day of August, 1907, to WILLIAM ROBERTS one of the Executors appointed by the Will of the said deceased.

NOTICE is also given that all such Claims are to be sent in writing to the Undersigned prior to the said 27th day of October, 1907, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 23rd day of August, 1907.

JOHNSON, STOKES & MASTER, 1422. Solicitors for the said Executor, 8, Des Voeux Road Central, Hongkong.

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at the Happy Valley, on SATURDAY, 31st August, 1907, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for event No. 5.

REGINALD F. C. MASTERS, Hon. Secretary and Treasurer.

Hongkong, 27th August, 1907. 1416

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY-RED GUM—RED MAHOGANY

WHITE do.

GREY BOX—TALLOO WOOD

BLACK BUTT—WHITE STRINGY BARK

RED do. do.

TURPENTINE—BLUE GUM

all in equal proportionate quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong

sha Railway Wharf, Canton.

Delivery to be completed at the end of February, 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 P.M.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LTD. Canton, 28th August, 1907. 1418

HONGKONG VOLUNTEER CORPS.

It is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.C.V.

Hongkong, 27th July, 1907. 1426

DO YOU WANT TO LEARN SHORTHAND?

PITMANIC—(GRAHAM and MUNSON Contractions).

ORATIO C. POLLOCK a Court Reporter

OPENS A NIGHT SCHOOL ON THE FIRST.

Apply CONNAUGUET HOTEL, Hongkong, 29th August, 1907. 137

WANTED

DOCTOR WANTED.

DR. WELLADAY, Surgeon S.S. "AUSTRALIAN," due here early in September, desires a SUBSTITUTE OR EXCHANGE for Three Months. Address Dr. WELLADAY, Care of "Daily Press" Office, Hongkong, 28th August, 1907. 1403

WANTED.

YOUNG ENGLISHMAN with Knowledge of Bookkeeping and some Mercantile experience—Apply "OFFICE," Care of "Daily Press" Office, Hongkong, 23rd August, 1907. 1396

INTIMATIONS

STEAM LAUNDRY.

FOR the convenience of Kowloon Residents a dépôt has been opened at No. 15, MacDonnell Road, near the Ferry Wharf. All linen handed in at this dépôt must be taken delivery of from there.

R. WOOD, Manager, Hongkong, 26th August, 1907. 142

OREGON PINE LUMBER.

DOUGWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on application. Hongkong, 28th July, 1907. 1258

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE, Hongkong, 15th July, 1907. 1181

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked WONG, bearing date the 27th March 1907, for Five Shares numbered 344673450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August, 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED, TONG TZE SAU, Secretary.

1340.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be carried out Daily from MONDAY, the 26th instant, until FRIDAY, the 30th inst., inclusive, commencing at 7.30 A.M., and finishing at NOON, from the South-West slope of Victoria Peak below Mountain Lodge in a Westerly direction toward the East slope of High West.

F. H. MAY, Colonial Secretary, Hongkong, 21st August, 1907. 1387

WEIHAIWEI SCHOOL.

A N ENGLISH SCHOOL in a British Colony favoured with a "Magnificent Climate." Preparation by experienced and qualified teachers for Entrance to School in England, or for commercial life in the East. New School House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc.

HERBERT L. BEER, L.C.P., Head Master.

OWEN LLOYD JONES, Assistant Master, (Undergraduate, London and Oxford) Hongkong, 23rd August, 1907. 1388

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition \$10.00

Small 6.00

Obtainable at the Hongkong Daily Press Office and from Local Booksellers.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五

FROM 1ST JANUARY, 1912, BEING FROM THE 1ST YEAR OF THE 56TH CYCLE, TO THE 50TH YEAR OF THE 70TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG DAILY PRESS OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post free to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1341

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1912, BEING FROM THE 1ST YEAR OF THE 56TH CYCLE, TO THE 50TH YEAR OF THE 70TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

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Hongkong, 3rd October, 1906. 1341

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

EAT, BAR SILVER (From 1900),

and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PRINTING.

DAILY PRESS OFFICE.

Proofs read by Englishmen.

TYPEWRITERS.

E. V. RIBEIRO,

Typewriting Work undertaken. Cleaned,

Repaired. Overhauled. Charges moderate.

late of the Hongkong Typewriting Bureau) SA, Queen's Road Central (First-floor).

DOCK No. 3.

Extreme Length 722 feet.

Length on Blocks 714 "

Width of Entrance on Top 96 "

Width of Entrance on Bottom 88 "

Water on Blocks at Spring Tide 34 "

DOCK No. 2.

Extreme Length 571 feet.

Length on Blocks 536 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

VIS CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSSON & CO., Hongkong, 6th March, 1907. 136

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO., Agents, Hongkong, 13th March, 19

SHIPPING.

ARRIVALS.

ALEIA, German str., 5,183, T. Ernst, 27th Aug.—Portland and Moji 24th Aug., Flour—Hamburg-Amerika Linie.
CHINA, American str., 3,183, J. F. Robinson, 28th August—San Francisco, 1st August, Malls and General—P. M. S. S. Co.
DALIN MAE BU, Japanese str., 1,600, I. Sakurai, 23rd August—Tamsui via Amoy & Swatow 27th Aug., General—Osaka Shosen Kaisha.
FEKATENENOLAR, Russian str., 13,100, E. Barkeff, 28th August—Odessa and Singapore, General—Molchov & Co.
GERMANIA, German str., 1,000, H. Flugel, 28th Aug.—Sydney 12th Aug., Copra—Siemsen & Co.
HAICHING, British str., 1,267, A. E. Hodgins, 28th August—Foolow 25th Aug., Amoy 26th and Swatow 27th Aug., General—Douglas, Lapraik & Co.

HANGSANG, British str., 1,356, S. White, 28th Aug.—Shanghai via Swatow 27th Aug.—General—Jardine, Matheson & Co.
KAIPOK, British str., 365, E. Finlayson, 28th August—Cebu & Iloilo 24th Aug., Sugar and Hemp—Butterfield & Swire.
KNIVSHEIM, German str., 646, F. Kaiser, 28th Aug.—Macao 28th Aug., General—Jensen & Co.
LAJWALL, British 4-masted bark, 1,950, 28th August—New York, Case Oil—Standard Oil Co.
NORD, Norwegian str., 730, G. Haraldsen, 28th Aug.—Saigon 25th Aug., Rice and Paddy—Wallen & Co.
PRIAM, British str., 2,906, R. A. Silbott, 28th August—Shanghai 25th Aug., General—Butterfield & Swire.

SUNDA, British str., 2,968, G. M. Montford, 28th August—Yokohama 13th Aug., General—P. & O. S. N. Co.
VORWALD, German str., 843, C. Ulderip, 28th August—Holtow 27th August, General—Jensen & Co.
WHITECROSS, British str., 1,944, Elwin, 28th August—Cardiff 10th July, Coal—Order.

CLEARANCES
At the HARBOUR MASTER'S OFFICE,
28th August.

Cheangchow, British str., for Amoy.
Derwent, British str., for Saigon.
Heim, Norwegian str., for Bangkok.
Kanchon, British str., for Chinkiang.
Sunda, British str., for Singapore.

DEPARTURES
27th August.

ANDREE RICKMERS, German str., for Saigon
SHINCHIKI MARU, Jap. str., for Sourabaya.
28th August.
CHANGHOU, British str., for Amoy.
HONGKONG, French str., for Haiphong.
HUB, French str., for K. C. Wan.
HUTCH, British str., for Haiphong.
JOHANNE, German str., for Swatow.
KUOKKANG, British str., for Shanghai.
KUEICHOW, British str., for Tientsin.
KWANGTUNG, Chinese str., for Shanghai.
SHAOHUNG, British str., for Canton.
P. R. LUITPOLD, German str., for Europe, &c.

SHIPPING REPORTS.

The British str. Haiching reports: Moderate to light S. W. wind and fine weather.

The British str. Whitecross reports: Strong S. W. monsoon Indian Ocean; various winds and swells, China sea.

VESSELS IN DOCK.

ABERDEEN DOCKS—Carl Diederichsen.
KOWLOON DOCKS—Vigilante, Holton.
COSMOPOLITAN DOCKS—Aceto.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

For SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship.

HAICHING
Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 30th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 27th August, 1907. 1417

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

EASTERN
Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at NOON.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedores and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th August, 1907. 1314

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

AUSTRALIEN,
Captain Veron, will be despatched for the above Ports on or about MONDAY, the 2nd September.

For Freight, or Passage, apply to

G. DE CHAMPEAUX, Agents.

Hongkong, 27th August, 1907. 2

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

DAPHNE, E. Schipper, will be despatched for the above Ports via Kuchington, JAPAN, on THURSDAY, the 5th August, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD.

Hotel Mansions.

Hongkong, 27th August, 1907. 1413

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A" nearest Hongkong "B" midway between Hongkong and Kowloon "C" and those vessels berthed at the Kowloon Wharf "D" together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 7th Sept., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	STINDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 28th inst.
MARSEILLES, HAVRE & COPENHAGEN	TRANQUEBAR	French str.	—	Broc	MARCHESES MARITIMES	On 3rd Sept., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HABSBURG	Dan. str.	—	Wünnenberg	HAMBURG-AMERIKA LINIE	Middle of September.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ELAVONIA	Ger. str.	—	Wünnenberg	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, GENEVA, GIBRALTAR, SOUTHAMPTON &c.	RIENIANA	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 6th September.
NEW YORK	P. E. FRIEDRICH	Ger. str.	—	Hoff	HAMBURG-AMERIKA LINIE	On 2nd October.
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	E. Malchow	HAMBURG-AMERIKA LINIE	On 11th Sept., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	GHAZEE	Brit. str.	—	DODWELL & CO., LTD.	HAMBURG-AMERIKA LINIE	On 14th September.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	DODWELL & CO., LTD.	STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A. D. E. N. E. G. Y. P. T. MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.	To-day, at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TARTAR	Am. str.	—	T. V. Garlick	CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
SALINA CRUZ, MEXICO VIA JAPAN	TREMONT	Am. str.	—	E. Schipper	CANADIAN PACIFIC R. CO.	On 10th Sept., at 1 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	DAPHNE	Ger. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 3rd Sept., at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	GLENFARG	Brit. str.	—	—	TOYO-KISEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Aus. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 31st inst., at Noon.
YOKOHAMA AND KOBE	TSINAN	Brit. str.	1 m.	C. Lindberg	MELCHERS & CO.	On 12th Sept., at Noon.
YOKOHAMA AND KOBE	VINE BEAN	Brit. str.	—	D. Lenz	MELCHERS & CO.	About 16th Sept.
JAPAN	CHINOTU	Brit. str.	—	W. B. Brown	DODWELL & CO., LTD.	On 10th Sept., at 4 P.M.
TIENTSIEN	PEINZ WALDEMAR	Ger. str.	—	W. van Senden	MELCHERS & CO.	About 18th October.
CHEFOO & NEWCHWANG	TIJIN	Dan. str.	—	H. Koops	JAYA-CHINA-JAPAN LINIE	Quick despatch.
CHEFOO & TIENSIEN	CHONGSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 31st inst., at 4 P.M.
CHINKIANG	KWEIYANG	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
SHANGHAI & YOKKAICHI	HUCHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMAKA	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHESON & CO., LTD.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	MANILA	Brit. str.	—	V. Hoff	P. & O. S. N. CO.	On 31st inst.
SHANGHAI	RHENENIA	Brit. str.	—	W. F. Bidard	HAMBURG-AMERIKA LINIE	On 1st Sept., at D-light.
SHANGHAI	WAJINGH	Brit. str.	—	Vernon	JARDINE, MATHESON & CO., LTD.	About 2nd September.
SHANGHAI	AUSTRALIEN	Fr. str.	—	C. L. Daniel, R.N.R.	MESSAGERIES MARITIMES	About 5th September.
SHANGHAI	DELTA	Brit. str.	—	P. & O. S. N. CO.	W. B. Wohlholz	About 10th September.
SHANGHAI	GORDEN	Brit. str.	—	MELCHERS & CO.	D. Northcombe	On 14th September.
SHANGHAI	SUEVIA	Brit. str.	—	E. F. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
SHANGHAI	HAICHING	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SHANGHAI	WAICHING	Brit. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 5th Sept., at 4 P.M.
SHANGHAI	YUCHOW	Brit. str.	—	J. Jameson	BUTTERFIELD & SWIRE	On 1st Sept., at 10 A.M.
SHANGHAI	TAMSIU	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LTD.	On 31st inst., at D-light.
SWATOW & SHANGHAI	SWATOW & AMOY	Brit. str.	—	A. Sommerville	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	AMOY	Brit. str.	—	E. Fraser	SHEWAN, TOME'S & CO.	On 7th September.
TAMSUL	SWATOW & AMOY	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 14th September.
HOLHOW & HAIPHONG	DAIJIN MARU	Jap. str.	—	E. Finlayson	JARDINE, MATHESON & CO., LTD.	On 3rd Sept., at 4 P.M.
MANILA	SINGA	Brit. str.	—	F. Semill	P. & O. S. N. CO.	On 3rd Sept., at 9 A.M.
MANILA	LOONGSANG	Brit. str.	—	W. E. Saver	SHEWAN, TOME'S & CO.	To-day, at 4 P.M.
MANILA	TEAN	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO., LTD.	On 3rd Sept., at 3 P.M.
MANILA	ZAFIRO	Brit. str.	—	Zwart	JAYA-CHINA-JAPAN LINIE	About 4th September.
CEBU & ILOILO	RUBI	Brit. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.

EAST ASIATIC CO., LTD.						
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI						
RUSSIAN EAST ASI						

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, SUnda, COLOMBO, PORT SAID, SHANGHAI, MOJI, KOBE, MANILA, and YOKOHAMA	Capt. G. M. Montford	About 28th August	Freight and Passage, and Marseilles.
SHANGHAI, DELTA	Capt. F. E. Andrews, R.N.	About 30th August	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. G. H. C. Weston, R.N.	Noon, 7th Sept.	See Special OF CALL.
			Advertisement.

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	KANCHOW	On 29th Aug., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 31st Aug., 11 P.M.
SWATOW, & SHANGHAI	"SHAOHSING"	On 31st Aug., 4 P.M.
MANILA	"TEAN"	On 3rd Sept., 4 P.M.
CEBU and ILOO	"KAIFONG"	On 3rd Sept., 4 P.M.
SWATOW and SHANGHAI	"YOCHEW"	On 5th Sept., 4 P.M.
CHEFOO and TIENSIN	"HUICHOW"	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA, PORT DABWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.
CHEFOO & NEWCHOWANG	"KWEIYANG"	On 7th Sept., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table.		
A duly qualified Person is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 29th August, 1907.		AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, 26th Aug.	16th Sept.
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,900	THURSDAY, 21st Nov.	9th Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALMATEL "EMPERESS" Steamships, and 250 tons register. The through transit to LIVERPOOL being 24 days from YOKOHAMA, and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York 171.10.

Intermediate on Steamers

and 1st Class Railways

240, 242

First Class rates include cost of Meals and Birth in Sleepy Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	BORENO	Tuesday, 3rd September, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	GOEBEN	About Tuesday, 10th Sept.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	PRINZ EITEL FRIEDRICH	Wednesday 11th Sept., at Noon
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ SIGISMUND	Thursday, 12th Sept., at Noon
YOKOHAMA and KOBE	PRINZ WELDEMAR	About Thursday, 18th October.

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th August, 1907.

5

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

SOURABAYA (Direct) ... "SHIBETORO MARU" FRIDAY, 30th Aug.

Capt. H. YAMAMOTO at Daylight.

* TAMSUI VIA SWATOW ("DALIN MARU") SUNDAY 1st Sept.

Capt. I. SAKURAI at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 29th August, 1907.

T. ARIKA, Manager.

14

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG, OR AMSTERDAM.

General Agent: C. A. WITTE, London, E.C.

Coaling Agents: HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and Ice, Ship's Stores and Provisions at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN, YORK BUILDINGS, 1220 Hongkong, 1st December, 1906.

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.
Lieut-Comdr. S. H. Tennyson, Yangtze
Taku, torpedo boat destroyer, 60 tons, 6 guns.

Tamar, receiving ship, 4000 tons, 6 guns, Commodore Stokes, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut-Comdr. H. R. Godfre, Yangtze.

Thistle, gunboat, 170 tons, 6 guns, 240 h.p., Lieut-Comdr. West, Shinghai.

Virago, torpedo-boat destroyer, 350 tons, 6 guns, Japan 300 h.p., Lieut-Comdr. Stevenson.

Waterfall, surveying ship, 620 tons, 450 h.p., Comdr. B. W. Glenny, Hongkong.

Whiting, torpedo-boat destroyer, 250 tons, 6 guns, 240 h.p., Lieut-Comdr. H. B. Cox, Japan.

Widow, gunboat, 165 tons, 2 guns, 200 h.p., Lt.-Comdr. G. R. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 250 h.p., Woodcock, gunboat, 150 tons, 2 guns, 250 h.p., Lieut-Comdr. G. J. Todd, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 250 h.p., Lieut-Comdr. J. F. Knox, Yangtze.

Woodpecker, gunboat, 150 tons, 2 guns, 250 h.p., Lieut-Comdr. J. F. Knox, Yangtze.

Wren, gunboat, 150 tons, 2 guns, 250 h.p., Lieut-Comdr. J. F. Knox, Yangtze.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SICK."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned before the 20th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents, Hongkong, 26th Aug., 1907. 1406

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 31st inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO. Agents.

Hongkong, 23rd August, 1907. 3

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"LIBBEIA."

Captain Knissel having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from shippers.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned after the 31st inst.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 26th August, 1907. 1407

POST OFFICE NOTICE

The *Australien*, with the French mail of the 2nd instant, left Singapore on Monday, the 26th inst., at 7:30 p.m., and may be expected here on or about Monday, the 2nd prox. This packet brings replies to letters despatched from Hongkong on the 29th June.

FOR

PER

DATE

Macao
Chinkiang
Singapore, Pinang and Calcutta
Shanghai and Yokoichihi

Su Tai
Kowloon
Hongkong
Amara
Thursday, 29th, 1:15 p.m.
Thursday, 29th, 2:00 p.m.
Thursday, 29th, 2:00 p.m.
Thursday, 29th, 2:00 p.m.
Thursday, 29th, 2:00 p.m.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Registration, 2:00 p.m.
(Registration, with late fee of 10 cents, up to 2:45 p.m.)
Registration, Kowloon

Scorabaya
Hohow and Haiphong
Karatsu, Kobe, Yokohama, Callao and Iquique
Shanghai
Swatow, Amoy and Foochow
Macao
Saigon
Manila
Hohow and Haiphong
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

B.O. 2:00 p.m.

No late fee.
Letters, 3:00 a.m.

Thursday, 29th, 5:00 p.m.
Thursday, 29th, 5:00 p.m.
Friday, 30th, 11:00 a.m.
Friday, 30th, 11:00 a.m.
Friday, 30th, 11:00 a.m.
Friday, 30th, 11:00 a.m.

Shibetoro Maru
Carl Biedermann, Gieser, Indraelli, Hachting, Su Tai

Printed Matter and Samples, 2:00 p.m.
Registration, 2:00 p.m.
(Registration, with late fee of 10 cents, up to 2:45 p.m.)
Registration, Kowloon

Extra Postage 10 cents)

B.O. 2:00 p.m.

No late fee.

Letters, 3:00 a.m.

Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Shibetoro Maru
Carl Biedermann, Gieser, Indraelli, Hachting, Su Tai

Registration, 2:00 p.m.
(Registration, with late fee of 10 cents, up to 2:45 p.m.)
Registration, Kowloon

B.O. 2:00 p.m.

No late fee.

Letters, 3:00 a.m.

Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

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